डा. मुरली मनोहर जोशी : अन्नामलाई यूनिवर्सिटी में फिजिकल एजुकेशन के लिए ड्रेस है और रविन्द्र भारती यूनिवर्सिटी में फाइन आर्ट के लिए ड्रेस है। लेकिन इसके लिए हमारी तरफ से कोई आदेश नहीं है।

MR. CHAIRMAN : Question Hour is over.

WRITTEN ANSWERS TO STARRED QUESTIONS

ADB funds for Railway Projects

*63. SHRI C. RAMACHANDRAIAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Asian Development Bank has agreed to Fund some Railway Projects;

(b) if so, the details of the projects;

(c) the quantum of the assistance being extended by the ADB; and

(d) the list of the externally aided projects and details of the loan taken from various agencies other than ADB?

THE MINISTER OF RAILWAYS SHRI NITISH KUMAR : (a) Yes, Sir, Asian Development Bank (ADB) has approved a loan of US $ 313.6 million to finance the Rail Sector Improvement Project.

(b) The following four sub-projects have so far been appraised by ADB for financing out of this loan.

Name of Project	Amount allocated (in million US $)
Gooty-Pullampet Doubling	66.6
Keonjhar-Tomka of Daitari Banspani New Rail Link	37.7
Mahanadi second bridge.	18.0
Bhatapara-Urkura of Bilaspur-Urkura Third Line	30.9

(c) The loan amount as approved is US $ 313.6 million.

(d) External assistance is currently being utilized for the following railway projects:

(i) World Bank (WB) is funding Mumbai Urban Transport Project (MUTP), which has both rail and road components, through a loan from the International Bank for Reconstruction and Development (IBRD) of US $ 463.0 million (of which US $ 305 million is for rail

component) and a credit from International Development Association (IDA) of US$ 79 million (of which US $ 60 million is for rail component). The total estimated cost of rail component of this project is Rs. 3125 crores. The loan has become effective on 6th November, 2002.

(ii) Kreditanstalt for Wiederaufbau (KfW), Germany has extended a loan of Deutsche Mark (DM) 185 million to finance the project of Modernisation of Signalling and Telecommunication between Ghaziabad and Kanpur. The estimated cost of this project is Rs. 425 crores. The loan is valid up to 31.12.2006

Auxiliary Warning System in Railways

*69. SHRI RAMA MUNI REDDY SIRIGIREDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways is planning to adopt a new Auxiliary Warning System to strengthen the safety and security of passengers and rail installations;

(b) what is the difference between AWS and the train protection and warning system recommended by Khanna Committee; and

(c) how the outside interference with rail installations such as track and signalling equipment is likely to be curtailed with the help of the above warning system?

THE MINISTER OF RAILWAYS SHRI NITISH KUMAR: (a) Yes, Sir. It has been planned to adopt Train Protection and Warning System (TPWS), a variant of Auxiliary Warning System (AWS), to further enhance safety levels in train operations by preventing cases of 'Signal Passed at Danger' in 280 Track kilometres of 'A' route on Southern and North Central Railways, on trial basis.

(b) Functionality wise there is no difference between the two systems, which are basically meant to prevent driver passing signal at danger. However, both the system use different technologies to achieve the intended functionality.

(i) The conventional AWS system uses track magnets, which are basically made of Copper, as track device making it prone to thefts. Information about signal aspect, in AWS, is transmitted from track device to cab equipment through electro magnetic induction.

(ii) TPWS uses Euro Balise as a track device, which is an electronic device with very less Copper inside and it uses radio transmission for sending information to cab equipment.